

STUDY: Port Industrial Road Strategic Analysis

COMPLETED: March 2006

PURPOSE:

The purpose of the Strategic Analysis is to improve safety and mobility by identifying roadway deficiencies related to access and competing users; rail, truck, freight, and local traffic on Port Industrial Road.

Over the next 20 years 75 percent of the intersections along the Port Industrial Road corridor will exceed reasonable congestion standards. This degree of congestion will have significant impacts on the marketability and viability of the Port of Grays Harbor to maintain a profitable port, as well as significant impacts on the safety and mobility of vehicle travel in, around, and through the corridor.

RECOMMENDATIONS:

Short-term (*Number 1 recommended alternative*)

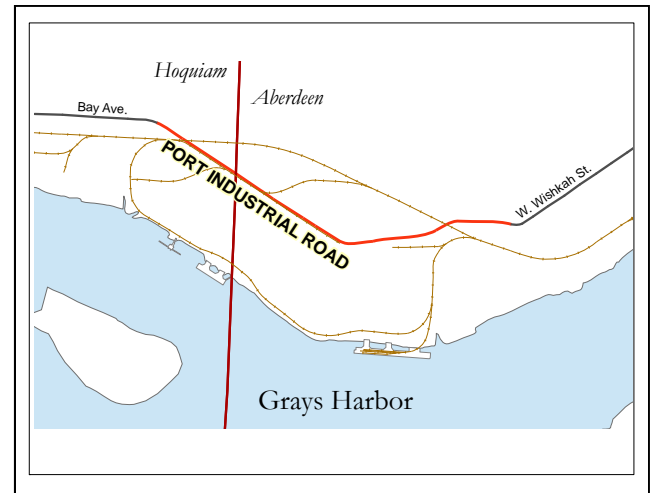
- Additional left-turn pockets on Port Industrial Road at Industrial Way and Jeffries Street.
- Right turn pockets on Port Industrial Road at Commerce Street and Myrtle Street.
- Side streets that require left turn pockets at Port Industrial Road include Myrtle Street and Commerce Street.

The short-term projects can be built in three phases or grouped into one project (Third Lane Project) and constructed as funds become available and traffic increases warrant.

Long-Term

- Intelligent Transportation System (ITS) technology. With the approach of a train, identified by

STUDY AREA



The study area extends from the railroad tracks to the north, 28th Street to the west, East Terminal Way/Jefferson Street to the east, and Grays Harbor to the south.

electronic devices upstream of the study area, drivers could be informed with electronic changeable message signs of the imminent train and diverted before reaching the problem area.

- **Rail Relocation.** Beginning just east of Port Industrial Road on the east end of the study area, and ending in the vicinity of the existing rail crossing near 30th Street. The railroad would be relocated south of Port Industrial Road, such that an at-grade crossing at both ends of the study would be completely eliminated.
- **Grade-separation.** The grade-separation of the existing rail line and Port Industrial Road at one or both existing rail crossings. It is estimated that Port Industrial Road would need to begin elevation approximately 1000 to 1500 feet before and after the railroad. This alternative would have a significant negative impact on access to Port Industrial Road within the grade separated limits.